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and advises fishermen, skippers and/or others engaged in operating seagoing craft, of pipelaying operations presently in progress along a line approximately from Firths Voe in Shetlands. Brown and Root Barge 316 commenced dredging operations on 0400 hours 3 May 1976

60 deg. 28 min. 30 sec. North

01 deg. 00 min. 20 sec. West

Anchors with buoys set at 5000 ft. around barge. All vessels requested to give maximum clearance.

May 7, 1980

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Marine Place, Buckle 32045

Fraserburgh: 2341

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Crisis off Iceland

From page one

deployed earlier in the dispute.

At Grimby owners were obviously worried. With no alternative grounds available, apart from non-cod trips to the Norway Coast and White Sea because of the quota restrictions, a mass withdrawal from Iceland would have almost certainly led to more trawlers being laid up with drastic effects upon fish landings.

But, at the same time, they are known to be seriously considering the possibility of enforced withdrawals because of the terrible sequence of Icelandic returns recently which has plunged

almost the entire fleet into debt.

"How far do you go?", a spokesman for one company told *Fishing News*. "It's no use sending trawlers all the way to Iceland when they come back empty, or with very little fish, and now the skippers' morale is flagging, things are looking very grim."

"It is beginning to look as though the Government just does not have the frigates available. Some of them have been badly knocked about and, without proper cover, the trawlers are sitting ducks packed together in a box."

Speaking to *Fishing News*, a distant water skipper just

back from Iceland said: "I don't care what the Government says, the frigates are much less willing to take the gunboats than they were a few weeks ago."

"They report the positions as we are fishing; they are no longer so determined to prevent our cutting attacks."

"When coming home I steamed from the north-east of the box and everyone laid-to, right down to the Hunka, with the frigates just off just watching the gunboats cruise round the trawlers."

"It is obvious to the deckie the frigates were holding off."

Limits plea by WFA

From page one

Meek, "if we have to show ourselves as good neighbours within the community, so do our partners in it."

"Let no one tell me that there are no bad consciences within the original Six about the altogether indecent haste with which the CFP was originally cobbled together — just in time to catch us before our entry."

"Loyally though we have observed the policy's terms our partners know full well how sorely we and our fishermen feel that advantage was taken of us."

Mr. Meek concluded: "I suggest that now is the time that they can and should rectify matters if they, in turn, wish to demonstrate the real community spirit."

"Let them see that we are all starting over again in a

world where 200-miles are the new bounds."

"Let them recognise that if we were to sit down now to work out a policy afresh, no country would dream of suggesting a regime resembling the common fisheries policy as it stands."

"Every mile that we were prepared to give up below 200 would represent a concession by Britain to all the partners. Here is the true test of the community spirit."

Until the question of limits is settled it is difficult to see what the future of the Scottish and British fishing industry is going to be. This was stated by Sir Matthew Campbell, chairman of the White Fish Authority Committee for Scotland and Northern Ireland, on the eve of a fact finding tour of Moray Firth ports.

Referring to the question of quotas to conserve stocks, he said there is no use having paper quotas which are nations ignored — any system must be fish-orientated to be effective.

At Inverness the committee met members of the Highlands and Islands Development Board and one of the chief topics of discussion was blue whiting, a source in addition to fish meal.

At Dalroch they inspected a new prawn peeling machine established by Robb & Co. Foods. While at Buncrana, the committee visited the fish market and later had fish with owners and salesmen.

The tour ended with an early morning visit to Lissiemouth fish market.

May 7, 1980

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SYNTHETIC SINE NET ROPES

Manufactured by AIRCO ROPE CO. LTD.

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RAINHAM TRADING ESTATE
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Tel: Rainham 53355

PURSERS BANNED

PURSE seining for herring has been banned around the Irish Republic's coast.

The method had already been outlawed in the Celtic Sea under the 1971 Purse Seine Prohibition Order. This was made by the Department of Agriculture and Fisheries following a recommendation by the North-East Atlantic Fisheries Commission.

The Irish Junior Minister for Fisheries, Michael Pat Murphy, after consultation with fishermen, decided to extend the ban to cover the remainder of the Irish coast, inside exclusive fishery limits, as a conservation measure.

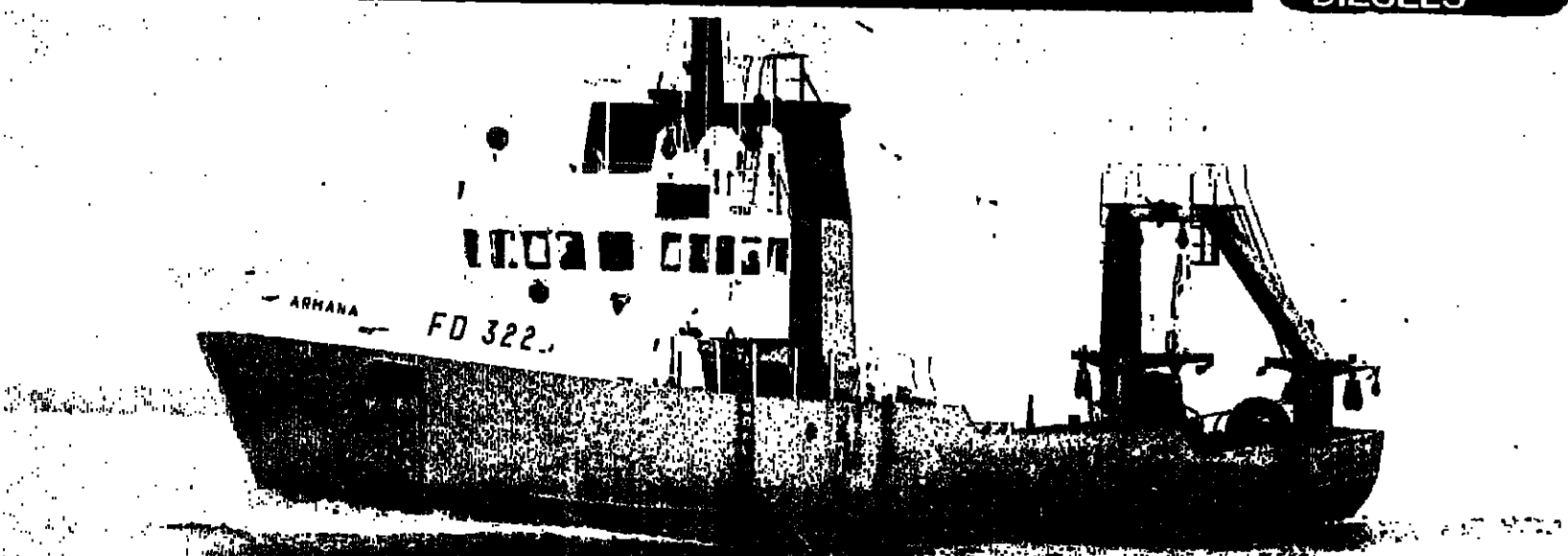
In a statement he said concern is being felt in many quarters about the need to conserve Irish herring.

fishing news

May 21, 1978 No. 3277 Est. 1913 12p

MIRREES BLACKSTONE DIESELS

Diesel engines from 200 to 10,000 bhp



This is Fleetwood's latest wet-fisher Armana which, along with her sister-ship Navana, has been built for J. Marr and Son. Both ships were named at Hull earlier this month. Armana, being skippered by John Burns, is powered by a 1,700 bhp at 700 rpm Mirreles Blackstone diesel and has a range of winches by Hydraulik Brattvaag, including a net drum. She is fitted for a complement of 15 and was designed by Cochrane of Selby and built at the Hull yard of the Drypool Group. More details and photographs of Armana in *Fishing News* soon.

Iceland deal?

THERE were strong feelings this week that unofficial talks to settle the Icelandic dispute would take place at a NATO meeting in Oslo, Norway. The meeting, due to end today (Friday), is being attended by Foreign Affairs Minister, Anthony Crosland.

Hopes that something would come out of the Oslo meeting grew when Mr. Crosland, after being pressed by James Johnson MP (Hull, West), agreed to meet an all-party deputation of MPs following his return from Norway. Mr. Johnson will lead the delegation.

The Government has turned down a plea for compensation by trawler crews over lost fishing time due to the heavy gunboat harassment three weeks ago.

MEAL PLANT FOR CORNWALL

A 250-TON-A-DAY meal plant and fish processing factory is expected to be in operation in Cornwall this year. Based just outside the major south-west port of Newlyn, at Stable Hobbs, the new fish complex is expected to provide around 120 jobs in an area with a big employment problem. Behind the £1.33m. project is Duncan Tucker Ltd. of Bridport, Dorset — a firm of furniture manufacturers. An operating company for the plant, Western Fish Products, has been set up with Anthony Bushell as managing director and John de Savary as chairman.

Work has now started on the Stable Hobbs site which has been used for the production of fish meal since the 1930s and was formerly the base of Cornish Fish Fermenters.

"We envisage giving a regular service to the smaller harbours also, such as Mewaglassey, Looe and Fowey," added Mr. de Savary.

Local reaction to the plant has so far been restrained, although one source did express surprise at the high capacity: "It's a bit like hitting a butterfly with a sledgehammer. There are doubts whether the stocks would take the kind of fishing required to keep the meal factory in full-time operation," it was stated.

While the plant would help the job situation, fears were expressed that if small boat fishermen were put out of business this advantage would be lost.

The Norwegian firm, Atlas, is supplying the equipment for the fish meal plant and filleting machinery is to be installed in the processing factory. The meal plant will be well set for the heavy winter mackerel season. Ice-making plant will also be on site.

All the latest techniques will be used to reduce fumes and deodorise smells at the factory.

Originally, permission was sought for the fish meal plant at Truro, but this was turned down. "Truro's rejection is Newlyn and Penzance's gain," said Mr. de Savary.

"The fish meal plant should be of enormous benefit to the fishermen," said Mr. de Savary, who is also chairman of the parent group. "At the moment any surplus fish has to be taken to Hull for fish meal processing."

He also stressed the importance of this development to the national economy. "At the moment over 90 per cent of our fish meal and fish oil requirements are imported. If we can turn out 24

Power where it's needed.

If you want to know something about Caterpillar power, ask the men who rely on it for their livelihood, and at times, even their very lives. Ask a man like Jim Slater, skipper of the fishing trawler "Aquila". Jim Slater's trawler is powered by a CAT D398 TA which develops 850 h.p. at 1225 r.p.m., and there's power to spare there! It's typical of the range of Caterpillar Diesel Engines which Caledonian have been selling in Scotland these past 25 years.

Is the follow-up after sales service which Caledonian supply for all Caterpillar engines and equipment. Whether you're buying a new vessel or re-powering, ask Caledonian for details of Caterpillar Marine Diesel Engines. You can fit 85 h.p. to 1125 h.p. in the main to auxiliary range of engines.



LIMIT PLAN

THE BREAK-UP of the Law of the Sea Conference in New York — without any decision on fishing limits — has led to speculation that Britain will make a unilateral declaration for 200-miles before the end of the year. This would be done to protect UK interests if there was a similar move by other countries.

Although UK representatives in Brussels will continue to press for an extension of the proposed 12-mile limit with a 200-mile economic zone, it has been stressed that direct control would be exercised over methods of fishing. This could mean the banning of industrial fishing.

"If we can turn out 24



Boston Concord returned home early from her latest Icelandic trip and ended up being put on sale. The side trawler is only 11-years-old.

Concord's last trip for Boston

BOSTON Deep Sea Fisheries of Grimsby has decided not to put the crew of its trawler *Boston Concord* before the Grimsby Port Disciplinary Committee for refusing to fish in Icelandic waters.

As an indirect result of this action, however, the big side trawler arrived home and was put up for sale.

Boston Concord had been out only 14 days when she arrived back at Grimsby on April 12 with a catch of 163 kits which grossed £3,783.

The crew had been subjected to some violent harassment and, before leaving Icelandic waters, had waited for nearly a week before Minister Fred Peart said there would be no compensation for lost fishing time.

The crew claimed they were prepared to fish any other grounds except off Iceland, but were given no choice when the company advised *Boston Concord* to return.

Initially the company,

after some consideration, decided the men should appear before the disciplinary committee — then it reversed the decision.

It is understood *Boston Concord* is still for sale. Just 11-years-old, she is one of the most modern and successful trawlers operating from Grimsby.

Appeal

There is to be no action against the crew of *Ross Khasmir*, which also returned to Grimsby early when the men declined to fish.

BUT dropped charges last weekend after an appeal from the TGWU.

It is understood that similar charges brought against the crews of *Ross Orion*, *Ross Trafalgar* and *Ross Sirius* of Hull have also been withdrawn.

Primella 'shelled' — arrest bid fails

FOR THE first time in the present cod war Iceland has fired a live shell across the bows of a British trawler in a bid to arrest the vessel for alleged poaching inside the 50-mile limit.

This ugly new phase happened on May 12 as the hull trawler *Primella* made her way round the west coast, after a short trip to Greenland, to the protection zones on the east coast.

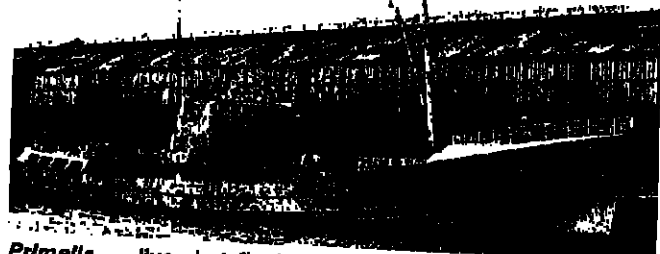
Primella, in the company of five other vessels, was laid to when *Aegir* stole up on them.

Icelandic reports said the vessels were fishing and the gunboat ordered them to haul and leave the area. By mid-morning all except *Primella* (Skipper Ray Johnson) had stowed their gear.

Aegir then fired three blanks as a warning to *Primella* and, as the trawler got her gear up, they fired a shell roughly 100 yards ahead in an attempt to halt her getaway.

Aegir then put a boarding party into the water, but they were forced to abandon their mission when *Primella* turned on them threateningly.

With the nearest frigate 600 miles away on the east coast, only the timely in-



Primella — live shot fired across her bows.

tervention of an RAF Nimrod aircraft prevented further arrest attempts by *Aegir*. The captain of the Nimrod warned the gunboat of the "consequences" if she continued firing.

The small group of trawlers, including the Grimsby vessel *Voleros*, were then able to steam away and, as they moved along the south coast, the frigate *Lowestoft* arrived at full speed, together with the tanker *Blue Rover*, to accompany them into the protection zone off south-east Iceland.

A Ministry of Defence spokesman said they saw the incident as an isolated one, but the British Trawlers' Federation was not so charitable. A spokesman for the organisation commented that the Icelandic gunboats "were looking for blood".

Apart from the *Primella* episode, the week was marked by a lack of any determined attacks on the British frigates, or trawlers reported to be fishing well in good conditions.

Nevertheless, the Icelandic tactics of intense activity followed by long, uneasy, lulls kept the frigate captains on their toes.

There were two minor incidents at the start of the week when the converted Icelandic trawler *Ver* missed the frigate *Salisbury* by a foot and, shortly after, her sister — the armed trawler *Baldur* — had a warp-cutting attack followed by the frigates *Calcutta*, *Lowestoft* and the tug *Statesman*. This was described as a half-hearted attempt to worry the trawlers.

HINT OF COD WAR TRUCE

RUMOURS of renewed diplomatic efforts to break the deadlock between Britain and Iceland over the cod war started circulating Britain's major distant water ports late last week.

In Iceland, too, the fisheries minister publicly

announced he is still in favour of a settlement and informed sources at Westminster suggested the Prime Minister is anxious to arrange a deal as soon as possible.

Last week political correspondents widely hinted that Mr. Callaghan feels Britain has already lost the diplomatic war, but felt some grace can be salvaged — providing the issue is not allowed to fester on.

Mr. Callaghan was also believed to have supported the despatch of the Cruiser HMS *Blake* to back up the frigates when the trawlersmen threatened to pull out a fortnight ago, but the slender chances of an agreement at that stage deferred the decision.

Since the prospects for a new peace initiative have

gathered momentum, and were so strong by last Friday, certain quarters expressed surprise at the stern trawler *Southella* sailing to act as a support vessel.

With Britain losing support from most of her NATO allies over what is now a considerable embarrassment to her, and having severed diplomatic relations with the

will act as a buffer vessel between Icelandic gunboats and the British trawler pack.

She was expected to be a station off Iceland two days after sailing and the charter expected to last five weeks.

Recently, *Southella* has been in dock for two months, during which time gearbox repairs were made.

Southella, built at Aberdeen in 1969, normally fishes the White Sea. She sailed with a crew of 16, the skipper being Ches. Abbott, formerly with Marr's *Benella*.

While with the latter vessel in the early days of this war, one of her trawl warps was cut by the gunboat *Ty*. Two days later she was forced into a further warp-cutting attempt.

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'Clean-up' campaign costs £1,500 in gear

A CAMPAIGN to tidy
up the Isle of Man has
already cost fishermen
gear worth £1,500 in a
purge by the island's
Harbour Board.

The board announced five
weeks ago, as part of a "Keep
our Island Tidy" campaign, it
intended to clamp down on
fishermen who leave gear on
the quayside.

Last week Port St. Mary
commissioners (the
equivalent of a town council)
were told by member, Peter
Quirk, that a total of £1,500
worth of equipment had
vanished while the local fleet
was out fishing.

The harbour board say that
this is only the start of a cam-
paign which will take in all
the island's ports, particu-
larly at Peel where fishermen
frequently break the rules.

The gear, which was left on
the quayside at St. Mary's,
was taken to a local
scrapyard. When fishermen
went there, they say they
were told it had all been cut
up.

Trawler tops own record

THERE was some respite in
the gloom overshadowing dis-
tant water ships at Fleetwood
last week when the former
Aberdeen trawler *David*
Wilson broke her own record
for a vessel under 110 ft.

Skipper John Banks
brought the vessel home from
the north of Scotland grounds
to a market starved of distant
water fish. She took full ad-
vantage of the situation with
an excellent catch.

The vessel landed a total of
616 kits, including 400 of cod,
60 of haddock, 40 of coley
and 25 of dogs, to make
£14,054. The previous record
was £10,650.

Ken Watterson, the
secretary of the Southern
Fishermen's Association,
said: "We do not want to put
our gear on the quay; we have
tried to find storage near the
quayside but it is impossible."

The board sent the trucks
without notice and it was
whipped away. We do not

DIRTY DOCK ROW

A ROW blew up last week
between Grimsby seiner
owners and the fish dock
authorities over the con-
dition of stretches of the
No. 1 fish dock pontoon
where some of the seiner
fleet docks.

The quayside backs onto a
large number of fish
merchants stands where fish
is prepared for transit.

These are hosed clean,
sometimes several times each
day, but the quayside is not
receiving similar treatment.
As the rubbish piled up,
skippers were moving their
vessels to avoid refuse ending
up on their decks.

Fortunately at this time of
year very few seiners lay in
dock and alternative berths
are available.

One seiner operator told
Fishing News: "It is a scan-
dal. We know there is a water
crisis but as always
presumably something pretty
drastic must happen before
they (the authorities) will in-
itiate a fairly regular clean
up. I have never seen it in
such an appalling state
before."

THE three men whose 14ft.
dinghy capsized in the
Humber last week (*Fishing*
News, May 14) have
presented their rescuer,
Skipper Dennis Whiting of
Ross Sirius, with an inscribed
silver tankard.

know when we will be able
to replace it or the cost."

The harbour board say that
fishermen were given ample
notice through advertising in
the press and local radio.

The board secretary said:
"We cannot write to everyone
who leaves equipment on the
quay. We were unable to iden-

ify the owners of the fish-
gear left there illegally."

Mr. Watterson replied:
"The industry makes up
for about 120 men and
women locally. During the
herring season Irish and
Dutch fishermen come to
break-water with barrels
nothing is said."



50-miles or doom

THE ARBROATH fishing
fleet will be finished un-
less the Government
takes immediate action to
extend our fishing limits
to a minimum of 50 miles.

This was stated by Allan
Caird, manager of Arbroath
Fishermen's Association, last

Friday following a week of
intensive fishing by 23 Russian
and Dutch trawlers in the
area where the Arbroath fleet
has operated for many years.

Mr. Caird said these
foreign boats move into our
fishing grounds outside the 12
miles and clean them out.
"There is nothing we can do
however, until the limit is ex-
tended."

In one incident last week
a Russian boat fouled the
fishing gear of *Eight Bells*
(Skipper Alex. Smith).
Another Arbroath boat,
Golden Hope (Skipper
Swankie), intervened and
told the Russian skipper
that he had fouled the Arbroath
boat's gear. As soon as he
covered this, the Russian
skipper hauled in his gear
and seemed very grateful.

Skipper Sandy Beattie of
Silver Cord described the
violation by the foreign boats as
"drastic". He said they clean
out everything. If they are
fishing here for any length of
time they will finish off the
Arbroath fleet as we know it.
"There is nowhere else for
us to go. They have been
fishing our two main grounds,
the Mar Bank and the 20-
mile ground."

All Arbroath skippers are
of the same opinion that un-
less the Government takes im-
mediate action to extend the
limit, the Arbroath fleet is
doomed.

Jefflyn's best trip

THE GRIMSBY inshore
trawler *Jefflyn* made her best
ever grossing at Grimsby last
week with a catch of 76 kits
and eight stone, which made
£3,455.10 after a three-day
trip. The 61ft. vessel,
skippered by Don Ball, is
owned by the Dolphin Fish
Selling Co. Ltd.

CORRECTION

In the *FISHING HYDRAULICS* (Scotland) Ltd.
advertisement on April 23, one of the items referred
to "Rapp and Hydema Cranes". This should have
read "HIAB and RAPP Cranes".

Skipper's 100-mile appeal

SKIPPER John H.
Mitchell of the *Maeduff*
boat *Dioscuri* received a
standing ovation at the
Scottish Tory Party con-
ference at Perth last Fri-
day. He had appealed for
support for a 100-mile
limit.

Skipper Mitchell moved
that: "In order to increase our
food supplies and improve on
our balance of payments, this
conference calls on HM
Government to negotiate for a
100-mile exclusive fishing
limit round our shores."

He told the conference that
it is very important to British
fishermen that they get the
100-mile limit. "Fish stocks
are a natural resource around
our coasts and should be
protected with as much
enthusiasm as would oil or
any other minerals off our
coast."

He stated that British
fishermen are not afraid of
competing with foreign
fishermen on an equal basis,
for their industry had been
built by sheer hard work and
the determination and skill of
young fishermen.

Calling for the Government
to use its veto in negotiations
with the EEC until a British
100-mile limit was a reality,
he said: "We are now at the
last ditch and we must dig in
our heels."

Replying to the motion,
which was carried un-
animously, Alick Buchanan-
Smith said: "I am shattered
that the Government should
have abandoned so early a
100-mile exclusive fishing
zone around the coasts of
Britain."



Mr C. L. Taylor of Decca Radar presents a silver cup to Mr J. M. W. Burdon, winner of the Decca golf competition. On Mr Taylor's left is Cdr G. L. Coles of Decca Navigator and, on his right, Mr E. W. Anderson, Decca's Scottish regional manager.

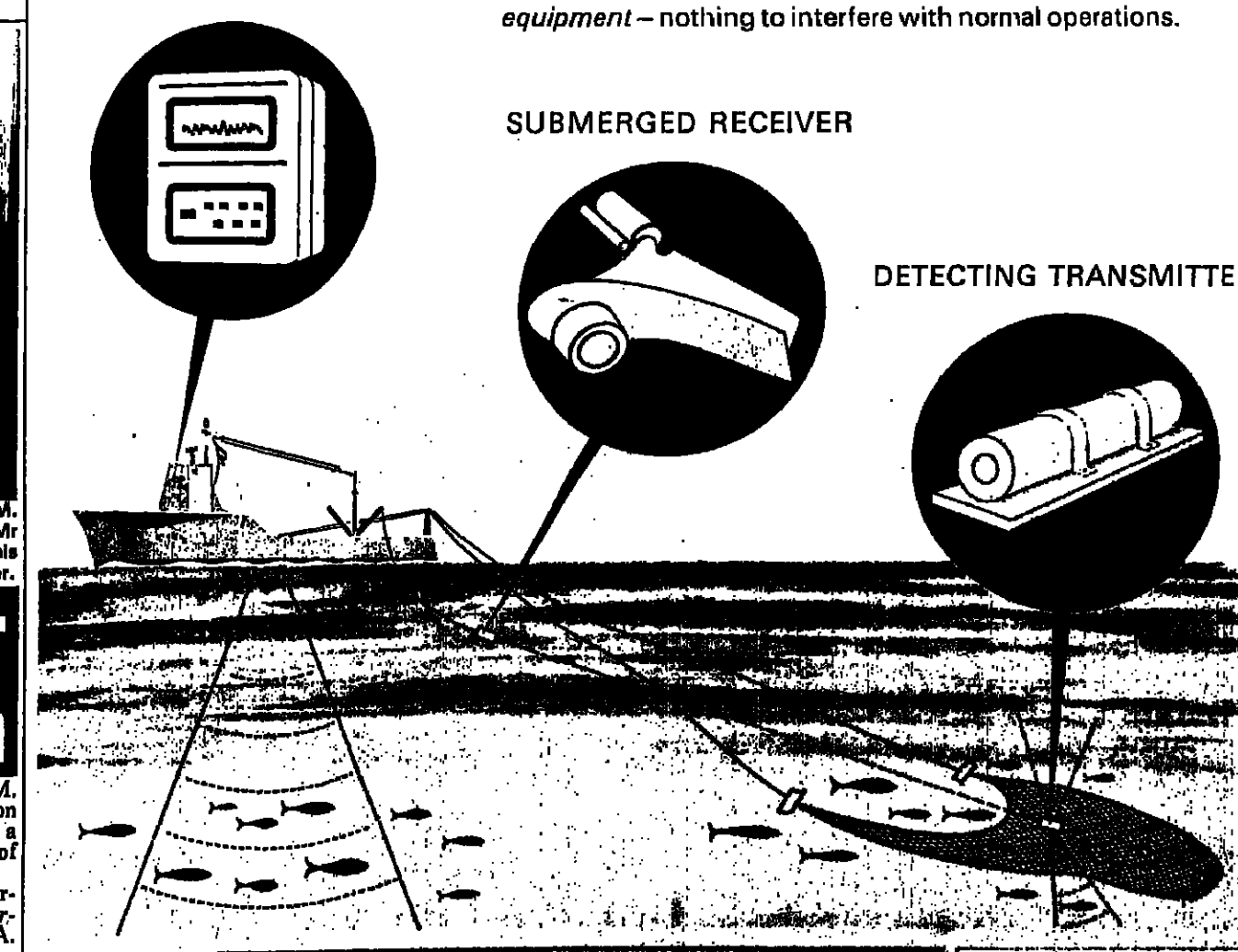
Troon hunt for holes—not fish

AN enjoyable golf com-
petition was organised by
Decca at Troon, near Ayr,
during the recent Scottish
Fisheries Exhibition.

Some 40 members of the
fishing industry took part and
the match was played on the
Troon course, which has been
used for Open Cham-
pionships several times.

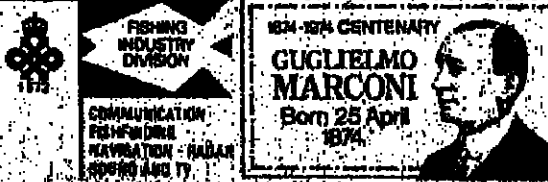
Conditions can be difficult,
with strong winds, but the
day was sunny without even a
breeze to flutter the Decca
flag on the club house mast.

Stableford rules were
played, competitors going off
in threes, and the winner,



Marconi Marine fishfinding

The Marconi International Marine Co. Ltd.
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GRIMSBY FLEET SHUN SANDEEL —Prices too low

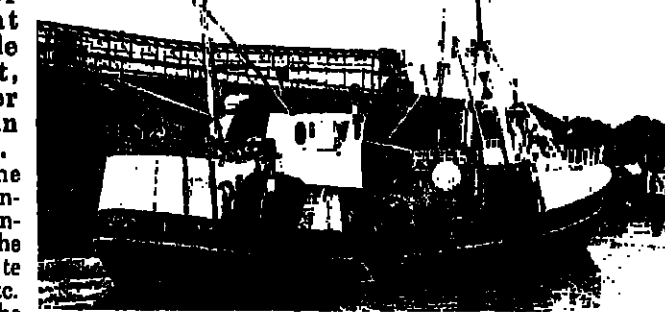
UNLESS there is a
substantial improve-
ment in the price the
Grimsby Fish Meal Co.
Ltd. is offering for
sandeels landed at
Grimsby not a single
local inshore boat,
seiner or pair trawler
is prepared to join in
this summer's fishing.

The contraction of the
port's trawling fleet has con-
siderably reduced fish land-
ings and, as a result, the
company has not been quite
so busy processing oil, etc.
Normally by mid-May the
sandeels are running well, but
to date only 250 tons have
passed through Grimsby from
Danish vessels.

Last week the industrial
trawler *Lis Frank* discharged
150 tons after a hunt lasting
several days and ending over
on the North Dogger. Earlier
a Danish pair team, running
from the weather, landed 100
tons.

Until last week the
Grimsby pair trawling team
Martin Norman and *Clee* had
planned to join the
sandeels. Both vessels are
now reverting to pair trawling
for white fish after spending
the winter spratting.

In addition to the relatively
low price being offered,
skippers and owners point to
the expense of converting for
sandeeling and better
arrangements in Scotland
and on the Continent for pay-
ment.



Lis Frank — she landed 150 tons of sandeels at Grimsby after a long, long search.

Boston sells Hull seiner

THE HULL seiner *Frederiksborg* has been sold by
Boston Deep Sea Fisheries to Fred Parkes, chairman
of Grimsby Seiners' Association and owner of many
varied fishing interests in Grimsby.

The 50-ton vessel was
already in Grimsby last week
where she was undergoing a
fairly extensive check up and
some minor repairs.

Built at Buckie in 1959,
Frederiksborg will operate
through the Tom Sleight
(Fish Salesman) Ltd. agency,
another of Mr Parkes's
businesses on Grimsby fish
docks.

The deal was completed in
the middle of last week and
may not be the only one
clinched in an active week for
the Hull company. It had
prospective customers for the
seiners *Nordborg* (built
Peterhead 1957) and *Nyborg*
(Buckie 1957).

There was intense specula-
tion that at least one of these
vessels could also end up at
Grimsby.

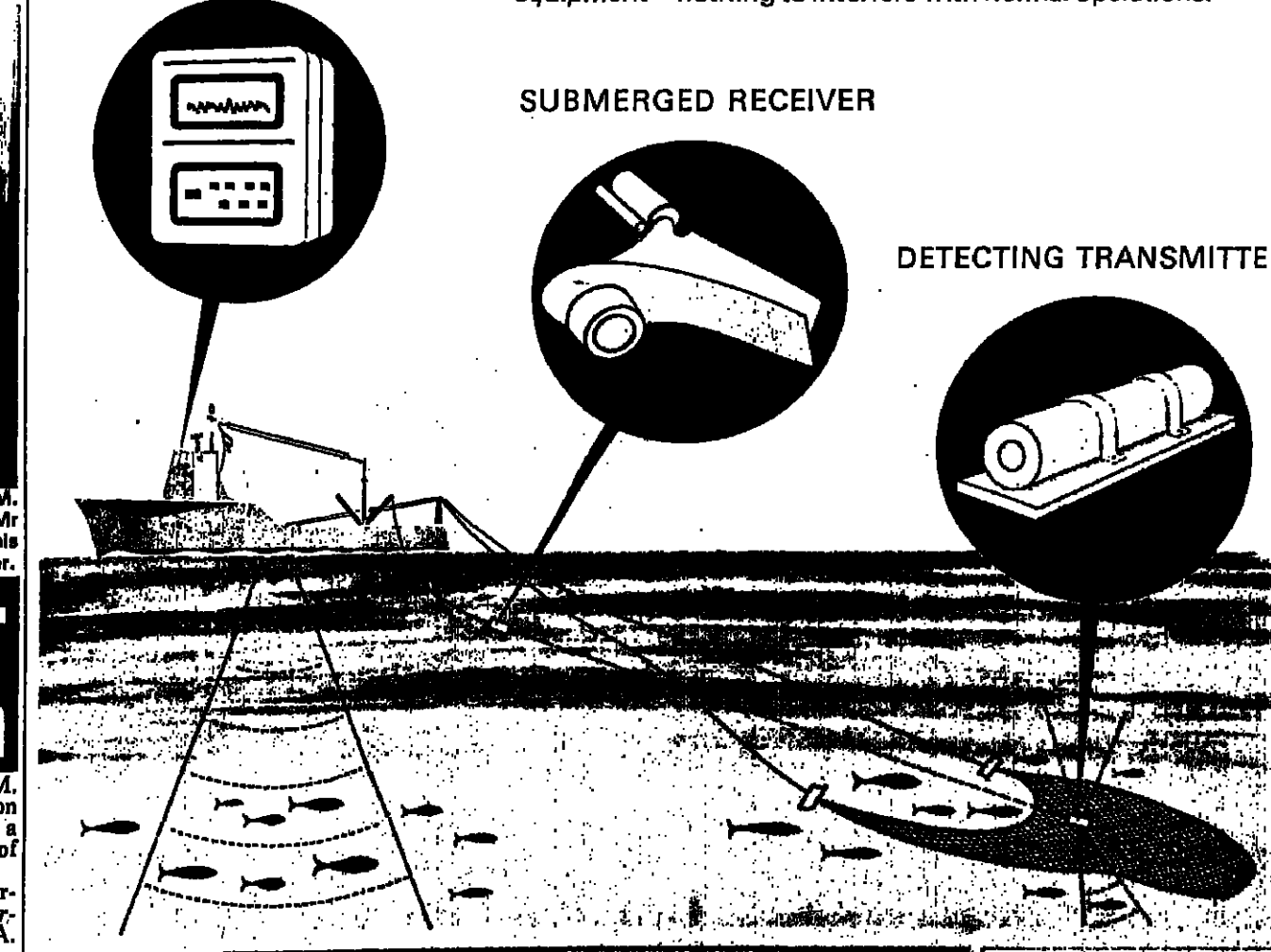
Following a survey at
Grimsby, the North Shields
seiner-trawler *Contester* has
been sold to David Purvis of
Bridlington.

Less herring

HERRING landings at Scot-
tish ports from January 1 to
May 1 this year were well
down on the same period in
1976. A total of 257,723 units
were landed worth
£2,473,113, which is a
decrease of 116,892 units and
£719,896.

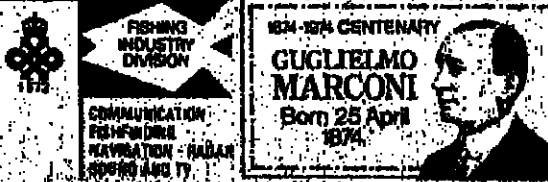
New Net Monitor for bigger hauls and safer nets

Marconi Marine's new Net Monitor NM850A shows you
the depth of the headline below the surface, the character
and position of the bottom relative to the headline and
footrope, the presence of fish above and below the headline
and an indication of the quantity of fish in the net.
If required, it will monitor water temperature at the net,
too. You can see how your gear is fishing and adjust it
for the best results; and there is no cable connection to the
equipment — nothing to interfere with normal operations.



Marconi Marine fishfinding

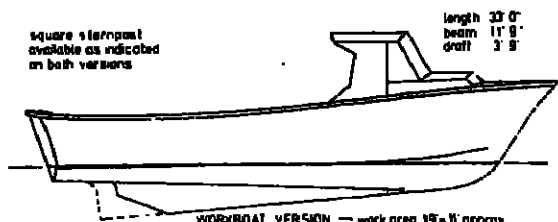
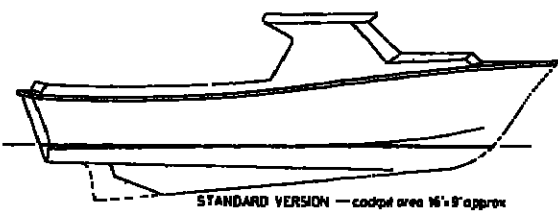
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Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.



Designer: Robert Tucker, A.R.I.N.A.

BARE HULL WEIGHT: 2,300 lbs. Approx.

Part fitting out available. Details on request

AS SHOWN AT CATCH 75.

FAST • STABLE • SEAWORTHY

The choice of professionals who know the sea and demand the best.

Smack to keep fuel costs down

"I WOULD like to get a 30-40 ft. fishing boat which can be propelled by sails as well as an engine because of the high cost of fuel and increasing pollution.

"Every day there seems to be a greater risk of being immobilised by a synthetic rope, net or plastic sheet around one's propeller.

"I would like to investigate very closely the economics of using such a boat — principally for beam or other trawling — and to know whether you know of any yards prepared to build such a boat.

"Incidentally, would you call such a boat a smack?"

■ *Ansted's Dictionary of Sea Terms* says that smack was the name given indiscriminately to any sort of fishing vessel, but that fishermen used to distinguish between a smack and a boat. They considered large, wholly decked craft to be smacks, small, half-decked craft to be boats.

Sails

I think it would be correct today to define any decked or half-decked fishing boat up to about 40 ft. long, which is capable of being propelled efficiently by sails or engine, as a smack.

I have discovered that there is one yard which is prepared to build such craft — boats which might aptly be described as modern smacks — in GRP and they can be supplied with Terylene sails. It is the Tregate Yacht Yard, Mylor Creek, Falmouth, Cornwall, directed and managed by Terence R. Heard.

If I give you, in brief, the story of how his yard happens to be the only one in the UK regularly building smacks, you will appreciate why it is likely to be able to help you with your investigations more than any other.

Dredging

Until 1989, the yard had always built wooden sailing smacks for oyster dredging in Carrick Roads between October 1 and March 31 each year, as power boats are not permitted to be used for the purpose.

Then Mr. Heard thought it time to mould the hull of one in GRP despite the fact that local fishermen scorned GRP as being fit only for building pleasure craft (Tupperware boats!).

One of the last wooden boats he had built was called *St. Meloris* — after the local patron saint — and had been sailed to the West Indies after finishing work as an oyster dredger.

Her performance had been outstanding that he moulded his first GRP hull on the

John Burgess' Log



same lines and called the completed boat *Meloris*.

Meloris proved to be quite able to stand up to the rough work of oyster dredging and also to be very fast in local regattas.

The consequence was that the yard received an order for an identical boat to be used, not only for oyster dredging, but for mackerel lining as well.

Her performance was such that a further two orders for identical boats were placed with the yard. And now the four GRP-hulled work with the fleet of 20 or so traditionally-built wooden boats with equally good results.

Except for their hulls, they are similar in every respect. They are 28 ft. overall with a beam of 9 1/2 ft. and draught of 4 1/2 ft.

They are fitted with wooden masts and spars — each has a long bowsprit — and are rigged as gaff cutters. Sails are invariably made of Terylene.

Diesels

In their long open wells surrounded by wide working decks, 15 hp Lister or converted Ford 4D diesels are usually installed.

Since you say you are thinking of having a 30-40 ft. boat built and, therefore, a standard 28 ft. smack might not be big enough for you, I have asked Mr. Heard whether he can build bigger ones. He says that he could do so using modern methods of GRP construction and rig the boat as a ketch or yawl so that sail area could be reduced easily when working or in a blow.

MORE TO SALMON

MR. W. A. King-Webster of the Innerwell Fishery, Garliston, Wigtownshire, has pointed out some errors and omissions in my account of the life-cycle of the salmon, published on February 27. This, he says, is the way things go:

The hen fish lays her eggs in late autumn or early winter. She selects a bed of coarse gravel with a down-flow of cold, clean water, and buries them in it. The eggs hatch early in the year.

The little fish, called alevins, are still attached to their yolk-sac and shun the light so long as it lasts.

Fry

When the days lengthen and there is more food in the water, the yolk-sacs are finished and the young fish seek the light, coming to the surface of the gravel and starting to feed. They are then called fry.

During their first summer they grow and, at some point, are called parr. Parr resemble small trout, except that a row of dark blotches, or parr-

marks, down their sides, are generally more pronounced. Parr remain in fresh water for anything from 1 1/2 to 5 1/2 years, in this country, depending on water temperature and food supply.

When ready to go to sea, they become bright silvery and are called smolts. Most smolts are about 5 in. long and weigh about 2 oz.

Disappear

All the year's production of smolts migrate downstream together to the sea in late spring, generally on a heavy flood. They then disappear from our knowledge.

The first fish to re-appear as adults return to the rivers as grilse the following summer, after one winter at sea. Most weigh between four and eight pounds, but larger and smaller grilse are not uncommon.

Salmon are fish which have spent two or more winters in the sea. They may enter the river at any time, but the great majority do so between February and October.

Whatever time of year a fish enters the river, it will re-

Camouflage your boat

"WE GET a lot of people interfering with you which don't belong there."

"Can you tell me which is the best colour to paint the boat we use to work inshore and our pot boats — that they are difficult to see at dusk and dawn?"

■ In my experience, a vessel's outline is obscured by a variety of camouflage, it is most difficult to detect at dusk and dawn when coated all over with Light Admiralty Grey paint.

The fact that warships at night are painted this colour is evidence of this.

ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them. They are sent with a stamped, addressed envelope for reply.

main there without digesting any food until the backwater before spawning.

After spawning, male and grilse are called kelts. The great majority die, but fish immediately after spawning and hen fish on their way downstream or in the sea. Very few fish spawn twice.

The size of a fish depends on the number of winters it has spent in the sea before returning to spawn.

■ Mr. J. Macbride of Habbard Refrigeration Ltd. has been good enough to point out that Scotsman ice machines are not, as I referred on March 26, made in the UK. They are manufactured for the company in Italy and America.

Dismal prospects for plaice and soles

NORTH SEA plaice and sole catches are expected to be down this year because of overfishing and lack of new stock coming into the fisheries.

This is the forecast in a recent publication from the Ministry of Agriculture, Fisheries and Food's laboratory at Lowestoft dealing with fishing prospects.

On the near water side, the report says major stocks of demersal fish in the North Sea are now subject to quota.

"The stocks of roundfish, cod, haddock and whiting are reasonably good and there are prospects of good recruitment which should allow our quotas to be taken," it says. "But the catch rates will not be as good as they might have been if lower total allowable catch figures had been set last year."

"The situation for North

Sea plaice and sole stocks is not so good. Both are suffering from too much fishing and too few recruits. The total allowable catches seem to be set too high to improve the stocks.

"It is unlikely that the UK quota for these species for 1978 will be taken — because of the expected lower catch rates."

The section of the report dealing with plaice — a species which forms a major part of the landings at Lowestoft — says that since 1980 the total catch of North Sea plaice has been increasing steadily.

The increase had been largely due, over much of that period, to the increasing Dutch catch. On the other hand, the English and Danish catches, which had been either fairly steady or falling slowly, now form a declining proportion of the total landings.

Going up

The review says that there had been a declining catch-rate by Grimsby vessels, but for the Lowestoft trawler fleet it had increased steadily up to 1973.

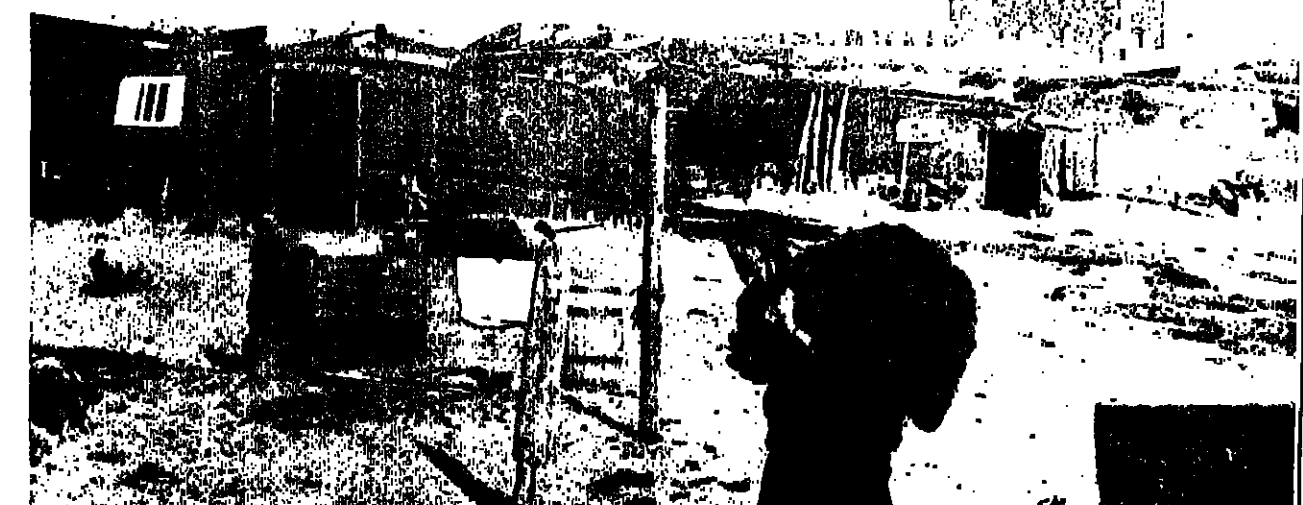
The reasons for this were

an increase in fishing power and because the Lowestoft fleet seemed to have seen relatively more of the good year-classes.

Previous forecasts by the Lowestoft laboratory have warned that neither the increase in the total catch, nor the Lowestoft high catch-rate, could go on indefinitely and in 1974, for the first time, all fleets had shown a fall in both catches and catch-rate.

The conclusion was that due to the steady fall in stocks, the total allowable catch should be limited to about 69,000 tons. The agreed catch this year had, in fact, been set at 99,000 tons — of which the UK share was virtually unchanged at 27,800 tons.

When boats were home-from-home



Newbiggin beach in the 1880s where families were forced to live in up-turned boats.

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FOLLOWING an article in the April 30 issue about Orkney fisherman, David Reid, using the plug for the Halmatic 64 GRP hull as a roof for the house he is building, we received the above photograph and a letter from reader John Robinson of Newbiggin-by-the-Sea, Northumberland. This shows how, during the hard times of the 1880s, fishing communities had to take to living underneath their boats.

Mr. Robinson writes: "The introduction of Public Health Acts gave local Boards powers of eviction for overcrowded living conditions. In our village this meant that four families were evicted, three of which set up homes in up-turned boats and one in a pigsty."

Herring

"The photograph shows two of the boat houses, the one in the foreground was called *Fiery Cross*.

"The boats were formerly used for herring fishing and called 'mules'. They were 36 ft. long, 5 ft. 6 in. deep and were driven by a long mast and short mast with tug sails.

The 'mule', when up-turned, made a home with windows and door cut in the side and the bottom sealed. A coal stove produced heat and light was provided by a paraffin lamp.

"Although having to persevere in these conditions, it was still an age of respectability. The photograph shows curtains at the window, table laid with tablecloth and a picture is hanging on the rear wall. These boat houses were inhabited until 1897.

"The church in the background is St. Bartholomew's, situated on a point of land jutting out into the sea forming the east end of Newbiggin bay. This church has been a prominent landmark for seafarers since 1220.

"The cobbles lying on the banks are typical Northumbrian sailing cobbles stored during summer awaiting the line fishing, starting in the winter season, which began in September and ended in May.

Mended

"The fisher lady is my great grandmother, Mrs. Francis Lisle Robinson, who is carrying a herring net on her back after it has been dried and mended on the grassed banks."

■ To avoid any confusion over the Halmatic 64 GRP plug being used as a roof on David Reid's house, we would like to point out that the 50 and 54 ft. range is still in production.

SKIPPER Dave Smith's new-look Campbelltown 80 steel seiner *Argonaut IV* was launched last week. Built by the Campbelltown Shipyard, she is due to go into service early next month with the Scottish North-east fishing fleet.

Argonaut IV was named by Mrs. Wilma Smith, whose husband Robert is the

skipper's brother and has a half-share in the boat. The vessel has a new look in that the casings have been redesigned to skipper Smith's exact requirements. She has a gutting shelter and hydraulic rope drums. Main power unit is a Caterpillar 565 hp diesel. More details of *Argonaut IV* in *Fishing News* soon.

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GRP

You've read the opinions of the experts — but what does the fisherman think...

25/10/75

Dear Sirs
Due to the reaction in 'Fishing News' of late regarding GRP hulls, I thought I should express a few of my own views on this subject.
I am a very proud owner of one of your hulls — namely the 'WAKEFUL' FD 294, one of your 'Tyler-Wat' n 27 s.

I would just like to say that I am delighted with the quality and finish of my hull and her handling characteristics at sea. Both whether running light or loaded, she leaves very little to be desired. Her sea keeping qualities are excellent. I have had her now for a full 12 months solid fishing, she shows no signs of any wear at all, only the usual occasional scratch which is nothing.

She has fished the full end of last year's lobster season and the full herring season last winter, and this summer, the full mackerel and lobster season and is now trawling again for the winter.

I have yet to meet anyone who does not like her and my list of visitors to view her is endless. Including visitors from as far as Iceland and Hong Kong.

Because of her layout she is most easily adaptable to all my fishing needs and she works hard every day and earns her money well.

In my mind, she is the finest hull in her class produced in this country, and answer 'yes' with pride when someone asks 'is this a Tyler hull?'.

I would recommend anyone to buy your hull and also to have it fitted out by the Cardiff Boat Building Co. Ltd, as she is a credit to them, as they fitted out the hull, as well as yourselves.

Yours sincerely
Peter L. Evans

Proud owner of 'WAKEFUL' FD 294

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From Canada - the Omni Sonar, a unique long range sonar with a simultaneous all round range in excess of 2000 metres. From Japan - the W.G. Fishsounder and Net Telemetry system giving more information on a chart than ever before. From our own factory - Situation Display, enabling you to assess the complete trawling situation on the fishing ground at a glance. These are the products that we have selected to meet the future, increasingly diverse, needs of the fishing industry. Together with our other well known, reliable, radar, sonar and radio products they make an unbeatable package for both the deep sea and the inshore fisherman.



W.G. Fishsounder and Net Telemetry system. More information on fish detection and trawl behaviour than has ever been available before on one recorder! The Wide Graph system offers: simultaneous or alternative frequency recording whereby the white line echo trace can be switched to 'high' for optimum discrimination in lower depths, or 'low' for maximum detection in deeper water; scale expansion, which can be seabed locked for the detection of fish hard on the bottom or transmission locked for a detailed examination of a layer at any depth between the surface and the seabed; telemetered trawl information, with a record showing fish echoes above and below the trawl headline, together with surface and seabed echoes. All this information is available at any one time on the same chart. W.G. is available in a choice of systems to suit any vessel. In addition a c.r.t. scale expansion unit can be added, which can be seabed locked for demersal fishing or transmission locked for pelagic fishing.

Omni Sonar. A simultaneous 360° picture showing on a radar type screen, the ranges and bearings, shapes, sizes and densities of the shoals around your vessel! The Omni Sonar is used for all round, long range search in excess of 2000 metres (the range scales are 0-250m, 0-500m, 0-1000m, 0-2000m, 0-4000m). It also has operational modes for more concentrated searchlight beam or directional scanning. Tilt facilities of up to 60° from the horizontal for holding shoals at short range are available, and in some modes you can have an alternative loudspeaker search facility. A high speed, robust hoist unit enables the transducer to be raised clear in a matter of seconds.

Situation Display. A panoramic view of the fishing ground electronically reproduced just as one would see it looking out of the bridge window. The whole situation can be seen at a glance; the movements of all vessels (including own vessel) within a selected range are automatically tracked, and positions, aspects, speeds and other clues to the trawling operations can be assessed merely by looking at the screen. The picture is displayed on a large 20" T.V. screen, which can be viewed at a distance with different modes for daylight or night-time conditions; by any number of people without the need of a hood or visor. Situation Display won a Queen's Award to Industry for Technological Innovation in 1975.

Some of the rest of the range...

Bottom Logs - A choice of electromagnetic, acoustic and pressure.

Type 17 radar - the fishermen's favourite - over 10,000 have now been sold - 9" or 12" displays - ranges up to 36 miles - digital range readout available.

MS44 - White line or grey line on a wide (8 1/2" inch) chart - excellent combination of fish finding and ground discrimination performance - with the BL1 forms the Kingfisher II system, with the facility to display a seabed locked or transmission locked expanded trace adjacent to the conventional trace on the recorder chart.

BL1 - part of the Kingfisher II system.

Ships Radio Station A comprehensive and reliable telegraphy/telephony system for the larger trawler - comprises a high power s.s.b. main transmitter, an s.s.b./d.s.b. main receiver, and reserve and emergency equipment - all modules designed for ease of installation and servicing - synthesised frequency control in both transmitter and receiver.

Falkland II. 120 W p.e.p. s.s.b. radio telephone - 23 channels - rugged and reliable - easy to fit - sensibly placed controls - high standard components used throughout.

All these products are backed by Kelvin Hughes Service, which is available from major fishing ports throughout the British Isles.

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Type 19 radar - an outstanding picture, on an equipment now well established world wide as trusted and reliable - 25 kW transmitter - 9 or 12 inch display - a choice of scanners - can be incorporated in 'X' band or 'S' band dual display or interswitched systems.

Pentland Alpha and Pentland Bravo - 400 W p.e.p. s.s.b. radio telephones for compulsory and voluntary equipped vessels - easy to fit, simple to operate - long range H.F. facility in the Pentland Bravo for deep sea vessels.

Adscope c.r.t. - efficient and economic - operates in conjunction with the MS44 or Kingfisher II.

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'Minch' - 2182 kHz Watch Alarm Receiver - compact, robust and splashproof.

AYR SHOW REPORT-2

New haulers just make it

THE Essex-based small boat hydraulic deck equipment firm PNP Duerr worked right up to the show date to have two new haulers ready.

A compact 14-ton pull Mk.VII hydraulic bollard unit with a new orbit motor from Danfoss was made ready the day before the show.

The head is mounted on large taper roller bearings which take the pressure and loading right at the centre of the drum. The positioning of the bearings does away with the need for a long drive

shaft. Cost of the basic unit is £560.

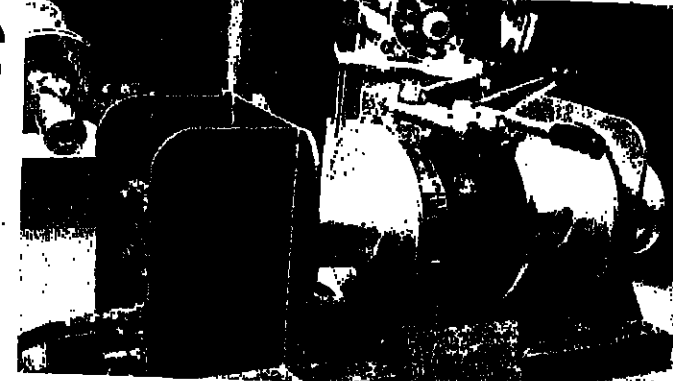
Just introduced into the Duerr range is a pedestal-mounted pot and line hauler of the deep-vee groove type. Controls are on a single tiller handle which stops the unit when in the centre position, starts the haul when lifted and reverses when pushed down. The pedestal needs to be bolted to a reinforced deck.

Two of these units were supplied to Guernsey recently and the hauler at the show was set to take 4 mm. line for cod. The head can be adjusted to take up to 4-in. pot line.

Basic price of the pedestal pot and line hauler is £602, plus £75 for the special mounting.

PNP Duerr is also using the Danfoss motor — the biggest the Danish firm has ever built — for the Mk.V one-ton hydraulic winch. The overall width of the trawl winch has been reduced by 1 ft. as there is now no need for a gearbox. The basic winch costs £15,000 and one has been fitted on a Maldon, Essex, 35-footer.

Also on the stand was a model of a mechanised oyster dredger which recently went into service. The unusual twin-hull craft is 36 ft. long and has an overall beam of 13 ft. More details of this craft in *Fishing News* soon.



Now 1 ft. narrower because of a new power unit is PNP Duerr's one-ton pull trawl winch (above). The firm's pedestal pot and line hauler (right) made its debut and, also, the 14-ton pull Mk. VII bollard unit (below).



Co-ops cutting cost of fishing

MORE and more fishermen are realising the advantages of forming themselves into co-operative associations.

This is seen by the growing number of such organisations which have been set up in Scotland in the last few months.

The overall objective of the Scottish Federation of Fishermen's Co-operatives is to increase the commercial strength of fishermen under their own control on a continuing and long-term basis. Already about a dozen Scottish co-ops are members of the Federation.

The Fishing Co-operatives Trading (Scotland) Ltd. has been set up to enable co-operative associations to buy such vital requisites as oil, nets and ropes, plus other chandlery, at reduced rates.

Radar reflector on test

SPERRY Marine Systems displayed its range of recently introduced electronic and navigational equipment which includes a radar, echo sounders and Loran receivers.

Brand new to the UK was the Japanese-made Leneref radar reflector which Sperry is not yet actively marketing. The firm is still evaluating its performance.

Two models were shown: the 8 in. and 12 in. They consist of a ball housing a dielectric microwave lens which amplifies the radar signal. It is claimed that the Leneref gives a 360 deg. reflection as strong as that from a 40 to 60 dwt steel-hulled boat.

The patented Leneref is said to be suitable for radar tracking vessels from the air and has been developed jointly by Japan's Ship's Machinery Development Association and a Japanese company. It satisfies coming IMCO regulations.

The 12 in. Leneref has a detectable range of seven to eight miles in a calm sea when mounted five metres from the sea surface. The 8 in. model, mounted at the same height, can be located from 5 to 5.5 miles away.

Mounting the Leneref higher can increase its range by many miles and it is installed with just four screws.

Home sales push by C-Power

C. POWER (Marine) Ltd. offers a range of engines from 28 to 180 bhp, running at speeds from 2,200 rpm to 3,600 rpm.

For the past few years the firm has been export oriented, sending about 96 per cent of its output to overseas buyers. Now, it is moving into the home market.

During the first two months of this year it supplied more engines to UK buyers than during the whole of 1976.

The firm feels that the small fishing boat is here to stay and it hopes to establish an agency on the Scottish west coast.

After 34 years of experience in marine diesels, Mr. J. J. Shore has joined the firm as sales and service engineer to cater for the home market.

He told *Fishing News* that C-Power can supply a new engine in four weeks and provides a first class after sales service.

Three engines were on show at the exhibition. The smallest was a BMC model giving 35 hp at 2,000 rpm, while the other two were a Ford model 2712E four-cylinder engine giving continuous bhp at 2,500 rpm and a Ford model 2715E six-cylinder engine giving 108 continuous bhp at 2,500 rpm.

Whitby Among British boats to be fitted with a C-Power engine is the 33 ft. *Rachel Claire*, which belongs to Skipper Bobby Allen of Whitby who is also coxswain of Whitby lifeboat.

The wooden, transom-sterned, *Rachel Claire* was built by J. Lowther of Whitby last year and is fitted with a 2715E engine which drives the propeller through a Borg Warner 3:1 reduction gearbox.

Sperry's two new Leneref radar reflectors comply with standards set by IMCO. The units can be useful during an air-sea search.

THE Marine Laboratory of the Department of Agriculture and Fisheries for Scotland was running a video tape of trawl gear in action.

This was the first public showing of the tape made last year which is a research tool to help scientists learn more about the action of trawl gear and the reaction of fish to nets.

Nets were towed from the lab's 78 ft. long inshore research seiner-trawler *Mara* in Spey Bay, while divers filmed.

They worked on the headlines of the nets as the 200 hp boat towed each one at three knots.

Bobbins were seen rolling over rocks and the general shape of the net could be observed with an eye to possible modifications.

The first part of the tape was of a commercially made net in action; the second showed a four-panel Lennie trawl of the Marine Lab's own design.

Among vessels under construction which will have Kort nozzles are the *Scott* and *Scott* boats from the Campbell Shipyard for 1978.

Kort's fixed propeller and nozzle for a 200 hp engine boat.

Economy nozzle

MAIN exhibit on the Kort Propulsion stand was a fixed nozzle and propeller suitable for an engine of about 200 bhp.

A growing number of skippers are finding it advantageous to fit nozzles to their new vessels now that economy of operation is an important consideration.

Quite a few installations have been supplied to boats built in Scottish yards in the past few months.

Recent fittings include the 58 ft. *Sparkling Star*, built by Mackay Boatbuilders of Arbroath for Skipper James Robb of Scalloway, and the 64 ft. *Nimrod III* from Gerrard Brothers of Aberdeen for the Imrae brothers of Pittenweem.

The 88 ft. steel trawler *Dew-Genen-ny*, built at the John Lewis yard in Aberdeen for Skipper Mike Hocking of Cornwall, was also fitted with a fixed nozzle.

Among vessels under construction which will have Kort nozzles are the *Scott* and *Scott* boats from the Campbell Shipyard for 1978.

Kort's fixed propeller and nozzle for a 200 hp engine boat.

Kort's fixed propeller and nozzle for a 200 hp engine boat.



A "lifesaver" for the old sea-dogs walking around the show was model, Lynne, who posed on the Sea-Dog Life Saving stand. The Edinburgh-based firm showed a range of life-saving equipment, but working lifejackets, liferafts and distress flares were forgotten when she stepped onto the stand. Below: protection from fire was the theme of Anglesey Fire's display, in the fishermen's services section.

Small boat prop stock

F.A.L. Scottish Propeller Service of Buckie has become well known for its work in reconditioning and modifying propellers. Last year it handled 735 propellers.

Over 7,000 have been repaired since the firm was founded in 1961.

This year the firm has begun to stock propellers suitable for the smaller boat of 100 hp and less. This will meet the demands of the growing number of small boats in the Scottish fleet. Previously there has not been a stockist in Scotland of smaller propellers.

On display on its stand was a complete propeller and shaft assembly which will be fitted to a 32 ft. boat being built at the South Shields yard of Robsons Boat-builders.

N. J. and E. F. Ashworth of Kingsbridge, South Devon, displayed its polypropylene orb and lobster pot entrances (right), but was only able to show a wooden mock-up of its new pot base. The thermoplastic base, for 30 in. diameter pots, was not ready in time for the show. A pot consisting of Ashworth entrance and dummy base, with Nantes of Weymouth plastic frame, was shown.

Burton fleet 'Cat'

ONE OF the larger propulsion engines on show at Ayr was a Caterpillar D378 568 hp unit, as supplied by Caledonian Engines, Glasgow, to a large number of boats in the UK.

The engine on the stand was fitted with a variable pitch propeller of Fernholt and Glesian make.

At the fore end of the engine was a Twin Disc SP211 PMT gearbox from which three hydraulic pumps could be powered to drive the deck machinery.

Similar installations have been fitted to the three vessels *Burton Agnes*, *Burton Pleasa* and *Bishop Burton*, all owned by Newington Trawlers at North Shields. Three more vessels under construction at Eyemouth Boatbuilding Co. for Newington will have similar installations.

He said the clear BTM gas does not create a smoke hazard and has a higher efficiency than CO. It is also safer to use.

The BTM system fitted aboard the 55 ft. Anglesey boat *Venus* was recently set off accidentally — it stopped the boat's engine and put out both the diesel stove in the accommodation and a crewman's cigarette!

£120 pot lifter

"THE simplest, safest, most reliable, cheapest trap hauler in the world." Trap Fishing Ltd. of Dublin claims all this for its new mini pot hauler which can be driven by most makes of low horsepower outboard engine.

The hauler made its debut at the Ayr show and it looks a certain winner, being priced at only £120. Now being widely patented, the hauler is suitable for boats from 12 ft. to 25 ft.

The managing director of Trap Fishing, William Kingston, told *Fishing News* that about two dozen of these haulers have been sold in Scotland since February, and about the same number in Ireland.

He sees a big potential for the hauler in under-developed countries where the outboard is used extensively by small fishing craft; the simple hauler could sell in thousands and cause a revolution, he said.

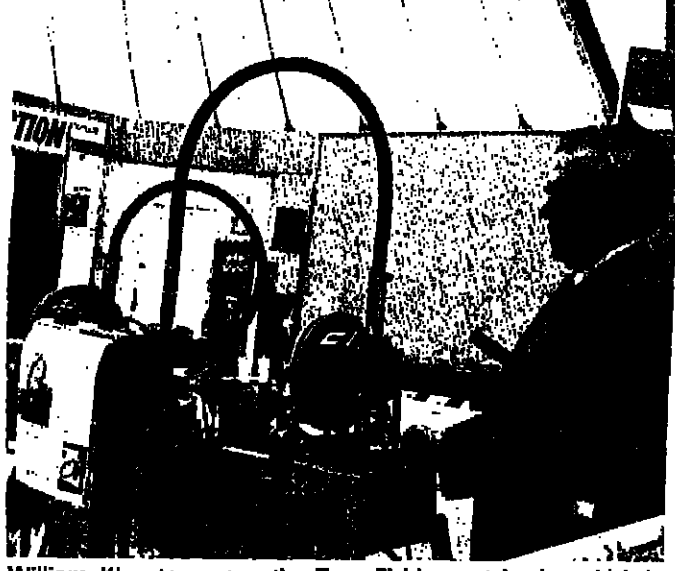
Exports have started already and the hauler is under test in Ireland by the Irish Sea Fisheries Board.

Mr. Kingston said the hauler can be driven by an outboard of 14 hp upwards and connection to the motor usually only requires a flywheel nut to be replaced.

The show models had a normal hauling power of 56lb., or 112lb. at maximum. Already the firm has decided to build a beased-up 200lb. (maximum) model which should be in production next month.

Sheave width is adjustable and, when not in use, the hauler is simple to remove and carry away.

The hauler can be placed



William Kingston mans the Trap Fishing pot hauler which is driven by a small outboard. He believes that thousands of the haulers could be sold each year across the world.

Norway's auto reel

AN exhibitor from Norway — A.S. Fiskeritautmatikk — was displaying the Autofisher automatic lining reel and a bait cutting machine.

The 12 and 24 V d.c. Autofisher is widely used in angle of fitting haulers to Norway, also in Iceland and small boats. Different gear-boxes for larger and small crafts are available and a key is built into the hauler which will shear under an excessive load.

At present there is a five-week waiting list for the Trap Fishing hauler.

One man can operate two or four machines would be worked by a 40-footer. Boats up to about 60 ft. have used the reels.

DON'T STOP

FISHING BECAUSE OF FRAYED ROPE OR BAD SPLICES

OUR UNIQUE ROPE REELS

take such things in their stride. A slot in the main flange allows damaged rope to be guided on to an auxiliary drum, without the need to stop the reels or winch.

FISHING HYDRAULICS' Rope Reels fitted in the last month to "OPPORTUNE", fitting now to "FORTHRIGHT" (making a total of 14 vessels fishing successfully with this equipment).

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Potting trials with versatile small winch

A MODIFIED Icelandic Elektra net hauler suitable for potting, netting and single and pair trawling and seining was shown on the R. and B. Leakey stand.

South Western Mechanised Fishing of Stoke Fleming, near Dartmouth, Devon, has co-operated with the Icelandic manufacturers to produce this hauler.

It is untried in the UK so far, but Chris Stacey of South Western Mechanised Fishing said he expects a hauler to go aboard a Dartmouth boat soon for potting trials. Hauling capacity is 150 lb. and the unit will be used in conjunction with an overhead gantry and hanging block.

His company will be selling the unit in England and, priced at £585 (£720 with hydraulic pump), it could

become a very useful and versatile hauler for boats in the 25 to 40 ft. range.

The Elektra hauler is 18 in. long and 22 in. high. Mounted on a locking swivel, it hinges inboard so that it is safely in the cover of the bulwarks when not in use.

A part-time fisherman, Sam Fowler of the Weymouth boat *Flamer*, is using an Elektra net hauler.

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Divers 'ride' lab's trawl

THE Marine Laboratory of the Department of Agriculture and Fisheries for Scotland was running a video tape of trawl gear in action.

This was the first public showing of the tape made last year which is a research tool to help scientists learn more about the action of trawl gear and the reaction of fish to nets.

Nets were towed from the lab's 78 ft. long inshore research seiner-trawler *Mara* in Spey Bay, while divers filmed.

They worked on the headlines of the nets as the 200 hp boat towed each one at three knots.

Deepsea skippers on course at training centre

TEN DISTANT water had learned a thing or two about the gear just completed what they described as an "excellent" week-long course at the White Fish Authority's new training centre in Hull. And even these experienced fishermen were ready to acknowledge that they

training manager Duncan Amos, "we plan to run a gear technology course was deep-sea trawler officers on the first week of every month. "Each of the courses will last five days, and although chiefly aimed at trawler officers, they will also be of benefit to marine superintendents, loft foremen and others concerned with modern deep-sea fishing

gear." "We are currently preparing a gear course suitable for inshore men, which should be ready in a few months' time."

But what can any experienced skipper learn about his fishing gear by going back to "school"? The comments given by skippers at the first course gave the answer. Skipper Charles Walker, of Boyd Line, said: "I learnt a great deal, especially from the rigging experiments... there should have been a course like this 10 years ago."

Another skipper, John Gibson of Thomas Hamblins, who has had his skippers' ticket for 26 years, said: "In the tank you can test an idea. If it is no good you can scrap it. This is where the flume tank really comes into its own, because in the tank it is a quick and simple matter to demonstrate, say, the effect of changing from a dan rig to a twin bridge rig, or the effect that incorrect rigging has on a trawl."

This is just not possible at sea, where the only real indication a skipper has of how well his trawl is working is when the cod-end is opened and the catch spills out onto the deck.

Typical of the rigging variations and experiments carried out on bottom gear are: lengthening or shortening headline legs or top bridges; trying extra floatation on the headline (or even none at all); putting extra shackles in backstrops; trying out "duff" rigs, and paying out extra warp on one side of the gear.

The remainder of the course is concerned with pelagic gear — a type of gear which is being used by an increasing number of UK distant water skippers in an attempt to diversify their operations.

Also included are lectures on the various types of pelagic nets in use, and the basic principles of single boat trawls, in which their rigging, operation and performance is discussed, then demonstrated in the flume tank. A 1/25th scale 1,800 mesh pelagic trawl is used for the demonstrations.

SWEDEN is the latest country to carry out test fishing for blue whiting in the north-east Atlantic. Earlier this year the Swedish Directorate of Fisheries fitted out the motor trawler *Vingborg* with two mid-water trawls and all the necessary equipment for catching blue whiting. *Vingborg* is commanded by Henry Johansson, a highly experienced trawler and purse seiner skipper, who decided to use trawls from Norsenet made by the

firm Campen in Bergen, Norway. These trawls, which were collected in Bergen early in April, are of the rectangular type 530 meshes, x 1,000 mm stretched mesh in the forepart. According to Norsenet, this is a trawl which has proved its efficiency aboard Norwegian ships engaged in blue whiting fishing.

A special feature is the 177 ft. long cod-end of exceptional strength to withstand the strain of taking large catches at considerable depths and bringing them to



Skipper Ted Fox (right) receives his attendance certificate for the sonar course from training manager Duncan Amos.

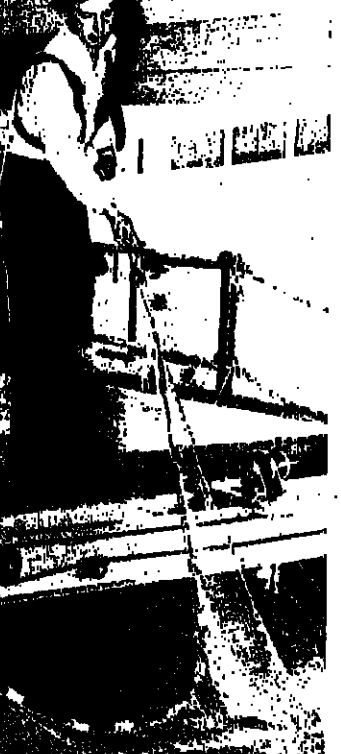
it, but if the tank indicates that your idea is feasible you can go back to sea and work on it."

The course is roughly divided into three parts, covering trawls in general, demersal gear and pelagic gear, in that order. The participants spend about 60 per cent of their time doing practical work with models in the flume tank.

The first day is essentially devoted to a general introduction to trawls and trawling and covers net modelling techniques, the historical development of trawl fishing and an explanation of how nets work, in which the three main forces which act on a trawl (drag, lift and spread) are simply explained, then demonstrated in the tank.

Days two and three of the course are devoted solely to demersal fishing gear, and eight lectures are given. These cover such topics as trawl selection, in which the various parameters that dictate the choice of a trawl for a particular operation are outlined, and trawl doors.

Right: A 1/25th scale 1,800 mesh pelagic trawl seen through the observation windows of the flume tank. Below: WFA flume tank staff shooting a 1/10th scale demersal trawl.



Har purse seine net is of the "Scottish North Sea" type.

The skippers are also shown how to calculate the correct size of door for the particular vessel and gear.

Another lecture in this section of the course covers the design and rigging of demersal gear. It considers three main types: the small Gorton, the Balta and the Portuguese trawls, all of which are demonstrated in the tank at one-tenth scale.

Following this lecture the participants, with the guidance of the WFA instructors, plan and execute a series of experiments into the effects of variations in trawl rigging.

This is where the flume tank really comes into its own, because in the tank it is a quick and simple matter to demonstrate, say, the effect of changing from a dan rig to a twin bridge rig, or the effect that incorrect rigging has on a trawl.

This is just not possible at sea, where the only real indication a skipper has of how well his trawl is working is when the cod-end is opened and the catch spills out onto the deck.

Typical of the rigging variations and experiments carried out on bottom gear are: lengthening or shortening headline legs or top bridges; trying extra floatation on the headline (or even none at all); putting extra shackles in backstrops; trying out "duff" rigs, and paying out extra warp on one side of the gear.

The remainder of the course is concerned with pelagic gear — a type of gear which is being used by an increasing number of UK distant water skippers in an attempt to diversify their operations.

Also included are lectures on the various types of pelagic nets in use, and the basic principles of single boat trawls, in which their rigging, operation and performance is discussed, then demonstrated in the flume tank. A 1/25th scale 1,800 mesh pelagic trawl is used for the demonstrations.

SWEDEN is the latest country to carry out test fishing for blue whiting in the north-east Atlantic. Earlier this year the Swedish Directorate of Fisheries fitted out the motor trawler *Vingborg* with two mid-water trawls and all the necessary equipment for catching blue whiting. *Vingborg* is commanded by Henry Johansson, a highly experienced trawler and purse seiner skipper, who decided to use trawls from Norsenet made by the

firm Campen in Bergen, Norway. These trawls, which were collected in Bergen early in April, are of the rectangular type 530 meshes, x 1,000 mm stretched mesh in the forepart. According to Norsenet, this is a trawl which has proved its efficiency aboard Norwegian ships engaged in blue whiting fishing.

A special feature is the 177 ft. long cod-end of exceptional strength to withstand the strain of taking large catches at considerable depths and bringing them to

Har purse seine net is of the "Scottish North Sea" type.

May 21, 1978

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Catches and Prices

GRIMSBY

23,434: *Ross Rodney*, BUT (Sk. G. Carsberg), 1,588 kits, 1, 22 days.
22,517: *Vivaria*, BUT (Sk. R. Kurz), 1,255 kits, 1, 24 days.
20,340: *Barnsley*, Consolidated (Sk. G. Tyrrell), 1,282 kits, 1, 18 days.
19,550: *Vianova*, BUT (Sk. A. Hankin), 1,132 kits, 1, 22 days.
17,889: *Prince Charles*, Boston (Sk. A. Hollington), 1,066 kits, 1, 24 days.
10,839: *Boston Comanche*, Boston (Sk. R. Evans), 562 kits, 1, 24 days.
5,092: *Ross Kashmir*, BUT (Sk. R. Pepper), 232 kits, 1, 15 days.
3,763: *Boston Concord*, Boston (Sk. W. Balls, Snr.), 183 kits, 1, 14 days.

Middle water

20,748: *Ross Panther*, BUT (Sk. W. Stokes), 1,157 kits, F/W, 17 days.
19,121: *Ross Zebra*, BUT (Sk. R. Reeves), 1,121 kits, F/W, 17 days.
15,307: *Ross Cheeta*, BUT (Sk. T. Ross), 862 kits, F/W, 17 days.
14,964: *Ross Tiger*, BUT (Sk. J. Gordon), 895 kits, W, 14 days.
14,533: *Ogano*, Taylor (Sk. G. Drewery), 820 kits, F/W, 17 days.

North Sea

18,291: *Tom Grant*, Lindsey (Sk. A. Wraith), 328 kits, 14 days.
Solers
13,338: *Maxwell*, Sleight (Sk. P. Terkildsen), 199 kits, NS, 17 days.
15,193: *Veralla*, Allard Hewson (Sk. E. Olesen), 225 kits, NS, 17 days.
14,950: *Coral Bank*, Sleight (Sk. D. McKenny), 203 kits, NS, 15 days.
14,658: *Dalma*, Sleight (Sk. K. Jorgensen), 170 kits, NS, 14 days.

Pair teams

17,842: *Skanderborg* (Sk. P. Scott), 391 kits, and 17,053: *Golden Venture* (Sk. P. Pulfrey), 346 kits, both Sleight, NS, 10 days.
15,838: *East Bank* (Sk. J. Lee), 313 kits, and 15,000: *Searcher* (Sk. B. Nejrup), 257 kits, both Sleight, NS, 17 days.
15,452: *Anna Michelle* (Sk. M. Josefsen), 280 kits, and

ABERDEEN

26,132: *Ben Bhrackie*, Irvin (Sk. W. Fry), 1,727 kits, BS, 24 days.
12,525: *Ross Heron*, BUT (Sk. J. Glasgow), 733 kits, S, 11 days.
12,128: *Grampian Monarch*, North Star (Sk. R. Catto), 812 kits, WS, 14 days.
11,762: *Ben Meidie*, Irvin (Sk. G. Baxter), 673 kits, F, 17 days.
10,993: *Ross Mallard*, BUT (Sk. J. Barclay), 688 kits, S, 13 days.
10,580: *Starwood*, Wood (Sk. E. Parker), 576 kits, F, 15 days.

LOWESTOFT

11,763: *Suffolk Harvester*, Hobson (Sk. R. Reynolds), 491 kits, NS, 13 days.
10,123: *St Patrick*, East Coast (Sk. D. Beaford), 421 kits, NS, 11 days.
9,791: *Bentley Queen*, Talisman (Sk. A. Gill), 393 kits, NS, 12 days.
8,001: *St Croix*, East Coast (Sk. S. Davidson), 343 kits, NS, 12 days.
7,831: *Boston Shackleton*, Boston (Sk. A. Jenner), 326 kits, NS, 10 days.
7,328: *Suffolk Venture*, Hobson (Sk. H. Baxter), 337 kits, NS, 12 days.

GRANTON

14,919: *Arctic Reiver*, Liston (Sk. A. Wanless), 1,071 cwt, NS, 14 days.
12,173: *Arctic Hunter*, Liston (Sk. A. Wood), 950 cwt, NS, 14 days.
8,723: *Arctic Invader*, Liston (Sk. P. Wanless), 583 cwt, NS, 13 days.

NORTH SHIELDS

10,074: *Ben Edra*, Irvin (Sk. R. Palmer), 43,331 kilos, NS, 18 days.
9,687: *Ben Glas*, Irvin (Sk. W. Shearer), 31,769 kilos, NS, 10 days.
9,966: *Lothian Rose*, Irvin (Sk. R. Clark), 17,745 kilos, NS.
25,295: *Christine Nielsen*, Irvin (Sk. C. Ellis), 17,962 kilos, NS.
13,285: *Taarnborg*, Irvin (Sk. T. Storey), 13,251 kilos, NS.

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